AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE	OF	PAGES
	1		5

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. *(If applicable)*
0002	June 5, 2001		NAS WHIDBEY ISLAND

6. ISSUED BY	CODE	7. ADMINISTERED BY *(If other than Item 6)*	CODE
Attn: Brenda Hall/DESC-FPB/Suite 2945 Defense Energy Support Center 8725 John J. Kingman Rd. Ft. Belvoir, VA 22060-6222 Ph: 703-767-9342 Fax: 703-767-9338 6.3	SP0600		

8. NAME AND ADDRESS OF CONTRACTOR *(No., street, county, State and ZIP Code)*	(X)	9A. AMENDMENT OF SOLICITATION NO.
	X	SP0600-01-R-0062
		9B. DATED *(SEE ITEM 11)* APRIL 20, 2001
		10A. MODIFICATION OF CONTRACT/ORDER NO.
		10B. DATED *(SEE ITEM 13)*
CODE FACILITY CODE		

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended, ☒ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data *(If required)*

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

(X)	
(X)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: *(Specify authority)* THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES *(such as changes in paying office, appropriation date, etc).* SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER *(Specify type of modification and authority)*

E. IMPORTANT: Contractor ☐ is not, ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION *(Organized by UCF section headings, including solicitation/contract subject matter where feasible.)*

SEE PAGES 2 THROUGH 5

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER *(Type or print)*		16A. NAME AND TITLE OF CONTRACTING OFFICER *(Type or print)*	
15B. CONTRACTOR/OFFEROR *(Signature of person authorized to sign)*	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY *(Signature of Contracting Officer)*	16C. DATE SIGNED

1. Question: What are the current number, type, and capacity of fuel truck used to service NAS Whidbey?

Response: See amendment 0001. The solicitation under consideration simply indicates the contractor shall provide specific types of equipment but does not dictate the number to be provided. The contractor is expected to provide equipment based on the workload data outlined in the solicitation.

2. Question: The solicitation mentions initial FAS training by the government. Does the government cover the cost of training and pay for employees?

Response: The Government will pay the cost of transportation to Atlanta and per diem, but not wages for the time spent in class.

3. Question: The solicitation states that operators must be licensed and qualified to operate cranes. What operations require cranes and/or lifting devices? What size and/or classification are the cranes and/or lifting devices?

Response: Note the change made to Section C-1.9.2, Additional Personnel Requirements, Fuel Truck Drivers/Operators. The requirement to be licensed is a statement indicating a requirement, should it occur.

4. Question: What are the contractor's requirement for annual spill drill design and participations?

Response: See Section C-2.15, Environmental Protection. References and plans outlined in this section dictate spill response training.

5. Question: What are the test methods for the tests listed in the solicitation (Visual, API, Particulate, AEL Water, Flash, and FSII)?

Response: Visual is by Method 1010 as outlined in MIL-STD-3004, API is D1298, Particulate is D2276, AEL Water is by Method 1060 as outlined in MIL-STD-3004, Flash is D93, and FSII is D5006

6. Question: Are other test capabilities required?

Response: No other testing capability is required of the contractor; however, note the change to Section C-2.10.1, Sampling, that indicate the contractor will deliver barge receipt samples to the area laboratory at Mukilteo, WA.

7. Question: Is the lab equipment provided by the government or contractor furnished?

Response: As noted in Appendix B of the solicitation, the government will provide the fuel laboratory test equipment; however, note Section C-3.4, Other Equipment and Supplies, which shows that the contractor will provide all laboratory supplies and consumables.

8. Question: Is ***Longshoremen's Insurance*** required for the pier operation at NAS Whidbey Island, WA? If ***Longshoremen's Insurance*** is required, should it be listed in the H51.01 clause of the solicitation?

Response: The contractor will be responsible for providing all employee insurance as may be applicable at the NAS Whidbey Island work site.

9. Question: Fuel Grade FS2: IAW the PWS we are required to receive FO2 (FS2) (Figure 4, Bulk Product Receipts) and issue FS2 (Figure 7, Ground Fuel Delivery and Figure 8, Ground Fuel Delivery Points and Schedules). However, no storage tank or fillstand system has been identified in the PWS for storage and issuance of the FS2 product. Is this a seasonal item where we would be required to convert an LS2 tank and fillstand for dispensing FS2? If this is not a seasonal item, where and how is FS2 stored and issued?

10. Question: Currently, the contractor goes off station to pick up heating oil from a commercial vendor. The solicitation does not address the need for a unit to pick up, distribute and hold FS (Heating Oil). Does the Government intend to do away with this current requirement?

Response: One, the term FO2 has been changed to FS2. Second, the small requirement for FS2 is received from a local vendor and transferred directly to the contractor furnished FS2 delivery truck which is driven off station to the vendor. The product is dispensed as needed to buildings, (mostly housing) that are on and off station. All offerers should note that NAS Whidbey Island is investigating several options to reduce equipment and labor requirement relevant to the delivery of FS2. For the present, all offers should include an FS2 delivery truck and the personnel required to satisfy the delivery schedule outlined in the PWS. Note the addition of Note (3) to Figure 4, Bulk Product Receipts.

11. Question: The NAS Whidbey Island solicitation has an "award fee." Why is DESC offering an award fee for the NAS Whidbey Island contract and none of the other refueling services contracts? What is special about this location?

Response. The aware fee program is provided by the base. There is nothing unique about NAS Whidbey Island; it is simply their way of rewarding the contractor for work well done.

12. Question: Paragraph C-2.3.1 lists the various bulk storage tanks and states there are "...thirteen 6,000-barrel, two 12,000 barrel and one 3,600 barrel jet fuel tanks..." However, Appendix A: Government Furnished Facilities lists fourteen 6,000-barrel tanks (Facility numbers: 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 362, 235, 236) and does not list a 3,600-barrel tank. Please clarify.

Response: Appendix A lists the above referenced tanks as well as tank 361, a 12,000-barrel tank, and 363, a 6000-barrel tank. Section C-2.3.1 has been changed to show the 6000 versus 3,600-barrel tank.

13. Question. What are Government expectations re: C-2.16 pg. 31-32 indicates that the contractor will perform random security checks after hours. Currently Base Security performs the checks. Does the Government intend the contractor to provide 24-hour security checks on all facilities?

Response. The base indicates 24-hour security on all fuel facilities will be handled by existing base security dept. The contractor is expected to note any security violations, whether during normal workday hours or after hours, and report them to base security for further investigation. For example, if a refuel truck driver goes to Farm 4 late at night to top off his JP-8 truck and sees someone lingering around the farm then he is expected to call base security to report the incident.

14. We notify the COR, BOS, and Environmental. Does the Government want the contractor to pump and maintain the above equipment?

Response: Per Section C-2.12.29, the oil/water separator units will continue to be monitored by the contractor and, if any or all are noted to need pumping, the contractor will notify the appropriate work center via the COR, i.e., notify the COR. The contractor is not expected to pump or maintain the units.

15. Question. The response times have changed from current 30 minutes to 20 minutes. Is this a typo or does the Government require a 20-minute response time?

Response: Response times remain at 30 minutes. See the change to Section C-2.2.2.

16. Question. Does the Government intend for the contractor to input data into the FAS system? Currently Del Jen accomplishes the data entry. On page 17 of the solicitation, sub-paragraph four, the second sentence states, "The Contractor shall input truck issue data into the FAS Gas Log daily, Monday through Friday". It should say "The Contractor shall provide truck issue data for FAS Gas Log input to the fuel accountant as required".

Response: Note the change to the referenced section. The Contractor will provide data versus inputting data.

17. Question: Does the Government intend that contractor use the contaminated defueler for off-spec fuels that cannot be used in aircraft?

Response: NAS Whidbey has a need for a contaminated defuel, i.e., a USED OIL, truck to handle product that cannot be re-issued to an aircraft. It was inadvertently omitted from the initial solicitation. The solicitation now addresses this need and that the contractor is expected to provide such a truck. See the changes to Section C-2.6, Used Oil Collection and Handling and C-3.2.5, Used Oil (Fuel) Truck. Note that data relevant to Figures 9 and 10 regarding used oil collection will be provided at the earliest date.

18. Question: Section C-1.9.2 states that "All drivers shall be licensed in accordance with the vehicle operating laws, regulations, and code for the state in which they will operate equipment and shall be/remain in compliance with all such requirements for the duration for their employment under this contract." It further states, "The contractor shall ensure that drivers required to operate vehicles and equipment on public roads are appropriately licensed for the class of vehicle to be operation on such public roads." These statements seem to require all drivers be licensed for driving tractor/trailers with a hazardous rating. Does the Government require all drivers or just the drivers that will drive on public roads be licensed?

Response: CDLs are not required on the base; however, if a fuel truck leaves the boundaries of the air station, the driver must be licensed in accordance with state requirements. At this time only the ground fuels and fuel oil unit goes off station.

C-1.0 GENERAL

C-1.1 General Description

This Performance Work Statement (PWS) is established to identify Contractor responsibilities to maintain and operate Government owned fuel facilities and equipment at **Ault Field** and **The Seaplane Base** collectively known as **Naval Air Station (NAS) Whidbey Island, WA**, hereafter referred to as **NAS Whidbey Island**. This PWS also establishes the Contractor responsibility to furnish, maintain, and operate mobile fuel servicing equipment for the support of aircraft assigned to and as may transit, deploy to, or exercise from NAS Whidbey Island.

The NAS Whidbey Island fuel facilities consist of four widely dispersed tank farms. A barge receipt pier, a receipt pump station, JP8 Tank Farm #1 (four 6000-barrel tanks) and Two (seven 6000-barrel tanks) are located at The Seaplane Base. This system is connected by a five-mile pipeline and midpoint booster station to JP8 Tank Farm #4 (two 12000-barrel tanks and a 6000-barrel ready issue tank), and truck fillstands at Ault Field. Tank Farm #3, an isolated JP5 system consisting of two 6000-barrel tanks, truck receipt headers, and JP5 fillstands is also located at Ault Field. Bulk ground fuels consists of two 25000-gallon MUR tanks and two 25000-gallon LS2 tanks are located within Tank Farm #4. The MUR tanks are connected to the Ault Field service station, building 2702. A small 2000-gallon LS-2 tank is located at the service station, building 357, at The Seaplane Base. Other Contractor operated facilities consist of the fuel laboratory, building 62 and the dispatch center, the driver's ready room, and the site manger and administrative offices in building 278. The Contractor's maintenance area is adjacent to the truck parking area.

C-1.2 Mission

NAS Whidbey Island is home base for all fourteen of the Navy's EA6B squadrons and responsible for all pilot and electronic warfare training for the EA6B aircraft. In addition, NAS Whidbey Island is home base for five P-3 squadrons, a SAR squadron and a reserve squadron of C-9 aircraft. In support of these missions, the Contractor shall be responsible for the following fuel management functions.

- ✓ Bulk product (JP5/8, MUR, and LS2) receipt by truck and barge, storage, handling, and issue operations.
- ✓ Fuel services (issue and defuel) of aviation fuels to aircraft, ground support equipment, and facilities using mobile refueler and fixed direct refueling/pantograph systems.
- ✓ Fuel services (issue and defuel) of ground products (MUR, LS2, and FS2) via mobile fuel servicing truck.
- ✓ Operation of the Government furnished vacuum truck as needed for system maintenance.
- ✓ Manual/automated service station operations to include receipts of product.
- ✓ Product quality surveillance, sampling and testing, and fuel laboratory operations.
- ✓ Inventory and submission of fuel accounting documentation to supply (BOS contractor).
- ✓ All associated inspections, preventive maintenance (PM), and operator maintenance applicable to the petroleum systems and documentation of all inspections, PM, and repair actions. These actions shall include the administration, and upkeep of a automated preventive maintenance program and other software as may be called for within this PWS.

The receipt, handling, and delivery of all products to units assigned to and as may transit, deploy to, or take part in exercises at NAS Whidbey Island shall be a Contractor responsibility.

C-1.3 Contract Performance

The Contractor shall perform the tasks identified herein and achieve the performance standards for each task. The Contractor shall, as outlined in Section C-1.4, submit performance based plans that demonstrate the Contractor is capable of meeting all performance standards outlined and shall comply with all applicable Federal, state, and local laws, DOD regulations, and station guidelines. Except as may be specified herein, the Contractor shall be responsible for obtaining computer access to or obtain copies of all Federal and state laws, regulations, codes, and commercial/civil guidelines, including changes thereto, that may be required in performance of this contract.

As outlined in Section I, Clause I102.04, Drug-Free Workplace, in Contractor shall endeavor to maintain a drug-free workplace through the implementation of the steps outlined within the aforementioned reference.

All drivers shall be licensed in accordance with the vehicle operating laws, regulations, and code for the state in which they will operate equipment and shall be/remain in compliance with all such requirements for the duration of their employment under this contract. The Contractor shall ensure that drivers required to operate vehicles and equipment on public roads are appropriately licensed for the class of vehicle to be operated on such public roads. Driver records appropriate to the class of license an employee holds, i.e., individual Department of Motor Vehicle (DMV) driving record, and a current record of physical examination or certification shall be maintained by the Contractor and made available for review by the COR on request. The Contractor shall ensure that all drivers' records are kept current throughout the term of the contract.

The tasks outlined in Section C-2.0 may require special skills, training, or certifications. The Contractor shall evaluate task requirements and provide qualified personnel to complete such tasks in accordance with all applicable laws and regulations.

Fuel Distribution Systems Operator (FDSO): FDS operators shall be qualified to receive, handle, and issue a wide range of petroleum products and complete the accounting and administrative functions related thereto. He/she shall have practical experience in all facets of fuel distribution systems to include, pipeline systems, storage tanks, pumps, valves, fuel monitors and filters, truck fillstands, used oil storage and disposal facilities, and service station facilities (manual and automated). He/she shall be able to convert gauge and temperature readings to quantities of products and shall be able to perform quality assurance functions. He/she shall be able to correlate pressures, temperatures and quantities as read from various gauges and meters normally found at a fuel facility. Operators shall have a basic understanding of written description and instructions pertaining to facility operations, shall be able to implement cyclic maintenance programs and safety programs relating to all aspects of facility operation and shall have demonstrated expertise in spill cleanup procedures, prevention and control measures, related equipment operation and maintenance. Operators shall have experience in inspecting trucks and other modes of conveyance and be capable of various types of petroleum sampling of storage tanks, trucks, fillstands, etc. Hazardous waste handlers shall be "certified" as required by Federal, State or local laws and Navy/base regulations as applicable.

Operators that may be required to use cranes and other weight handling equipment to transport, load, and place hoses and fuels equipment shall be fully trained, qualified and permitted/licensed on such equipment at the start of the contract or at hiring. Certifications, licensing and permits as may be required, shall be the responsibility of the Contractor.
.

Laboratory Technician: The laboratory technician shall be experience at sampling equipment and systems and conducting laboratory analysis of petroleum products commensurate with the level of testing to be performed at NAS Whidbey Island. The technicians experience shall include knowledge of the properties; characteristics and specifications of petroleum products, the various means sampling petroleum equipment and systems from receipt to product issue points, the operation, maintenance, and calibration laboratory equipment, record keeping; and laboratory safety procedures.

C-1.10 Reserve Training

The Government reserves the right to enter and occupy contracted Government facilities and to use systems and equipment to conduct Naval Reserve training. Full cooperation in the joint use of facilities and systems is expected; however, the Contractor is not obligated to relinquish control of facilities required to fulfill its contractual commitments, provide training services, or provide access to contractor equipment for such training evolutions. To the extent possible, the Government will provide advanced notification of reserve training schedules to the Contractor.

C-1.11 Notification of Correspondence and Visits

The Contractor shall notify the COR of any and all visits or notice to visit the Contractor, its employees, or the contracted facilities by any federal, state, or local office or agency. The Contractor shall provide the COR copies of all correspondence resulting from such visits.

C-2.2.2 Aircraft Fuel Servicing Operations

Aviation fuel servicing operations are defined as the delivery, or receipt by defuel, of aviation fuels by mobile refueler, fixed/mobile pantograph supplied by refueler, or fixed direct refueling systems. The Contractor shall be responsible for performing all aircraft fuel servicing operations and safeguarding fuel supplies under its control during normal and adverse conditions.

As outlined in Section C-1.8, the Contractor shall be capable of providing fuel servicing of station and transient aircraft 24 hours a day, 365 day per year, including holidays. During the normal duty hours reflected in Figure 1 and as may be supplemented by local directives, each request for fuel services shall result in the dispatch of fuel servicing truck(s) and/or direct fuel servicing system operator(s) to the number of aircraft identified and prioritized by the requester so that each truck or operator dispatched arrives at the first aircraft for the specific work request, within **30 minutes** of the request for service. The Contractor shall continue to service subsequent aircraft in an orderly and timely manner until all fuel servicing requirements for a specific request are meet. Drivers shall not interrupt the flow of work, i.e., service aircraft other than those to which they are directed, without approval by the dispatch center, nor shall drivers/operators interrupt servicing operations for rest or meal breaks without proper relief or explicit approval of the fuel dispatch center. On arriving at an aircraft, operators shall take all steps and precautions necessary to service the aircraft in accordance with NAVAIR 00-80T-109, other USN regulations, and station instructions applicable to fuel servicing operations.

NOTE

Requests for services outside the duty hours listed in Figure 1 shall be meet within two hours as measured from the time of notification to the arrival of equipment at the servicing point.

The Contractor shall provide the refueling equipment specified in Section C-3.2.1 and Section C-3.2.2 in sufficient numbers to undertake the workloads outlined in Figure 2 and Figure 3. The Contractor shall maintain all equipment in a safe and fully serviceable condition. Equipment inspections and sampling, i.e., daily visuals and type "C" analysis, shall be accomplished and documented on the vehicle inspection forms to ensure equipment is ready for service.

Aviation fuel deliveries to off station locations shall be accomplished using trucks that are configured and licensed for use on public roads. All Federal, state, and local inspections, permits, licensing and insurance requirements for the truck(s) used, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in Section C-1.11, Fuel Truck Drivers/Operators.

Figure 2 and 2a represents historical aircraft fuel issue and defuel data for JP5/8 at NAS Whidbey Island. More detailed historical issue data is reflected in Exhibit 2, JP5/8 Issue Data and Trends. Other workload data exhibits provide average workload data in terms of truck movements applicable.

Figure 2 JP5/8 Issues by Truck and Direct Fueling System

Year	Total Gallons Issued Truck/Pits	Average Monthly Issues Truck/Pits	Total Requests for Service Truck/Pits	Average Monthly Request for Service Truck/Pits
NAS Whidbey Island FY98	20,599,130	1,716,594	13,923	1,160
FY99	21,418,859	1,784,905	13,941	1,162
FY00	22,458,508	1,871,542	14,679	1,223
FY01[1)]	8,435,213	1,687,043	5,177	1,035
Total	72,911,710	1,778,334.	47,720	1,164

(1) Issue data through February 2001 provided.

Figure 4: Bulk Product Receipts

Year	Product	Mode [2]	Number of Receipts	Total Gallons Received	Average Receipt
FY99	JP5/8	B	36	20,237,867	562,163
FY00	JP5/8	B	37	21,840,745	590,290
FY01 [1]	JP5/8	B	16	8,852,295	553,268
Total			89	50,930,907	572,257
FY99	MUR	TT	12	130,574	10,881
FY00	MUR	TT	12	121,522	10,127
FY01 [1]	MUR	TT	1	10,090	10,090
Total			25	262,186	10,487
FY99	LS2	TT	18	139,251	7,736
FY00	LS2	TT	12	103,251	8,604
FY01 [1]	LS2	TT	1	39,372	9,843
Total			34	281,874	8,290
FY99	FS2 [3]	TT	3	13,018	4,339
FY00	FS2 [3]	TT	11	22,000	2,000
FY01 [1]	FS2 [3]	TT	8	16,000	2,000
Total			22	51,018	2,319

(1)Data current through February 2001
(2) Mode of receipt: PL for pipeline, TT for tank truck, for TW tank wagon, B for barge.
(3) FS2 is picked up from a local vendor, which is approximately two miles off station.

◊ Requirement: The Contractor shall receive and perform applicable quality and quantity determinations for all products handled under this contract.
- ✓ The Contractor shall immediately notify the COR of any operational discrepancies.
- ✓ All individual bulk deliveries of petroleum products in excess of 3,500 gallons shall be corrected to standard temperature of 60 degrees Fahrenheit in accordance with table series of the API tables.

➢ Minimum Performance Standards:
- ✓ No fuel spills due to Contractor negligence or misconduct.
- ✓ No Contractor caused delays during tank truck receipt operations.
- ✓ All samples taken and tests conducted in accordance with MIL-STD-3004 and local directives.
- ✓ All documents, including post receipt inventories, one hundred percent complete and forwarded to fuel accounting by 0900 daily.

C-2.3.3 Bulk Product Issues

JP5/8 is transferred to the refueling system day tank and issued to refuelers via the fillstand system, facility 363 for JP-8 and 487 for JP-5. One of the two storage tanks shall normally be kept in the ready-to-pump (issue) mode to supply product to the fillstand system on demand. Except for scheduled maintenance and other occurrences of which the fuel dispatch center has been notified, the Contractor shall maintain a tank and the fillstand system in the ready-to-issue mode.

Both MUR and LS2 are issued to ground fuel delivery trucks at fillstands 2622/2623 and 2625/2626 respectively.

Figure 5 provides data regarding bulk storage output in term of gallons transferred or issued and provides historical data relevant to specific transfer activities and filter use.

The Contractor shall furnish ground fuel servicing equipment configured in accordance with Section C-3.2.3 and the qualified/licensed personnel to operate and maintain such equipment to undertake ground fuel delivery operations during the hours specified in Figure 1. Ground fuels, unleaded regular gasoline (MUR) and low sulfur diesel (LS2), shall be delivered as scheduled to the using activities as outlined in Figure 8. Unscheduled requests for ground fuel received by the fuel dispatch center shall be accomplished within the time limits mutually agreed upon by the requesting activity/dispatcher.

Ground fuel deliveries to off station locations shall be accomplished using trucks that are configured and licensed/permitted for use on public roads. All Federal, state, and local inspections, permits, licensing and insurance requirements for the truck(s)s used on public roads, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in Section C-1.9.2.

A list of delivery points by specific location, building/facility number, tank characteristics, tank size, average delivery quantity, a delivery schedule, if known or established, is provided by Figure 8. Maps identifying all established and scheduled delivery points, by grade of product, will be provided by NAS Whidbey Island and will become a part of the contract, see Appendix F. On contract start up, the Contractor shall survey all delivery locations and confirm delivery schedules to ensure uninterrupted customer support. The Contractor shall make ground fuel deliveries to the points identified, and respond to other requests for services received by the dispatch center during the hours listed in Figure 1. The Contractor shall update the delivery points outlined in Figure 8 and inform the Government as changes occur.

The Contractor shall document each ground fuel issue using forms or logs that provide all the information required to fully satisfy the data entry requirements of the Gas Log of the Fuels Automated System (FAS). The Contractor shall provide truck issue data to the fuels accounting office for input to the FAS Gas Log daily, Monday through Friday. Weekend/holiday activities shall be imported on the first duty day following the weekend or holiday.

Figure 7: Ground Fuel Delivery

Year	Grade	Total Gallons Issued for the Year	Average Monthly Gallons Issued	Total Number of Deliveries for the Year	Average Number of Monthly Deliveries
FY1998	**MUR**	16,913	1,409	286	24
FY1999	"	19,496	1,625	459	38
FY2000	"	17,099	1,425	995	83
FY2001 (1)	"	6,468	539	636	53
Total/Average	"	59,976	1,463	2,376	58
FY1998	**LS2**	70,508	5,876	1,087	91
FY1999	"	125,997	10,500	1,483	124
FY2000	"	78,757	6,563	3,891	324
FY2001 (1)	"	29,781	2,482	1,511	126
Total/Average	"	305,043	7,440	7,972	194
FY1998	**FS2**	11,693	974	20	2
FY1999	"	23,846	1,987	112	9
FY2000	"	22,275	1,856	171	14
FY2001 (1)	"	15,725	1,310	105	9
Total/Average		73,539	1,793	408	10

(1) Workload through the end of February 1999 depicted.

Location [1] (Point/area at which product is issued)	Grade	Tank [2] Capacity	Average [3] Issued	Schedule [4] (Time, day(s) of the week/month)
Trans Site, Bldg. 2508	LS-2	2500	1000	As required or requested.
Hard Stand, Bldg. 2577	LS-2	300	100	As required or requested.
Hangar -7, Bldg. 2544	LS-2	50	10	As required or requested.
TACAN, Bldg. 2596	LS-2	500	250	As required or requested.
NAVFAC, Bldg. 2700	LS-2	4500	2000	As required or requested.
Commissary, Bldg. 2742	LS-2	50	15	As required or requested.
Tact. Center, Bldg. 2771	LS-2	1000	400	As required or requested.
Sewage Plant, Bldg. 2796	LS-2	200	75	As required or requested.
Trailer. Mounted Generator 201060	LS-2	500	250	As required or requested.
Trailer. Mounted Generator 201061	LS-2	500	250	As required or requested.
Various Sites, Portable Generators	LS-2	150	75	As required or requested.
Other Requirements				Serviced during/after use.
Central Heat	JP8	40,000	3,000	As required to maintain backup stocks.
GSE Tank	JP8	500	300	Twice a week.

(1) Maps provided under Appendix F plot exact location of delivery points.
(2) The capacity of the equipment/facility tank. If issues are to GSE or vehicles with small tanks, use the term "various."
(3) The average quantity of product issued each time the tank is topped off.
(4) The best estimate as to the specific time product is normally delivered.

◊ Requirement: The Contractor shall man and maintain the ground fuel equipment to ensure customer support with specification products for the hours specified.
- ✓ The Contractor shall notify the COR of any discrepancy or circumstance that may result in the inability to deliver ground fuel products.

➢ Minimum Performance Standards:
- ✓ All equipment inspected, and serviceable by 0800 daily. Inspection documentation available.
- ✓ Daily truck inventories one hundred percent accurate.
- ✓ Documented issues, defuels, and truck fills one hundred percent complete, accurate, and legible.
- ✓ Ground fuel truck logs maintained and accurate.
- ✓ Ground fuel truck issues, defuels, and truck fills entered into the FAS Gas Log Monday through Friday.
- ✓ Fuel servicing safety procedures and precautions observed.

C-2.6 Used Oil Collection and Handling

See pages a and b to follow.

C-2.7 Recyclable Jet Fuel

Recyclable Jet Fuel operations are not applicable under this contract.

Figure 11: Recyclable Jet Fuel Collection Points and Pick-Up Schedule Not Used

Figure 12: Recyclable Jet Fuel Collection, Processing, and Issue Not Used

C-2.8 Cryogenics Storage and Distribution Operations

Cryogenics storage and distribution operations are not applicable under this contract.

Figure 13: Cryogenic Receipts and Issues Not Used

C-2.6 Used Oil Collection and Handling

Used oil collection and handling is defined as the collection, by truck, of fuel products no long suitable for their intended use, the intermediate holding of such products, and the disposition of those products. Disposition of used oil may be via turn-in to DRMO, blending of product into usable stocks, or as outlined by local instructions. The Contractor shall be responsible for performing all used oil collection and handling operations, and safeguarding the products collected.

The Contractor shall furnish the used oil collection and handling truck(s) as specified in Section C-3.2.5 in sufficient numbers to undertake the projected workload outlined in Figure 9. The Contractor shall collect used oil from those points identified in Figure 10 and respond to other requests for services received by the dispatch center during the hours listed in Figure 1. The Contractor shall update Figure 10 should changes occur and inform the Government. The Contractor shall maintain all equipment in a safe and fully serviceable condition. Equipment inspections shall be accomplished and documented prior to use to ensure equipment is ready for service.

Used oil collections from off station locations shall be accomplished using trucks that are configured and licensed for use on public roads. All Federal, state, and local inspections, permits, licensing and insurance requirements for the truck(s) used on public roads, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in Section C-1.11.

A list of used oil collection points by specific location, building/facility number, tank characteristics, tank size, average collected, a collection schedule, if known or established, is provided by Figure 10. Maps identifying all such collection points will be provided by NAS Alpha and will be included in the contract under Appendix F. On contract start up, the Contractor shall survey all locations and confirm collection schedules to ensure uninterrupted customer support.

The Contractor shall document each used oil pick-up using forms provided by the Government. Until the Fuels Automated System (FAS) is used to document/track used oil collection activities, the Contractor shall maintain a daily truck log of all collections and disposals. The log, at a minimum, shall be used to record the date and time of collection or disposal (emptying of the truck), identify the facility or equipment from which used oil is collected, the quantity collected/disposed of, and the servicing vehicle number.

Figure 9 Used Oil Collection

Year	Collected for the Year	Av. Monthly Collections	Requests for the Year	Av. Monthly Requests
FY99				
FY00				
FY01 (1)				
Total & Average				

(1) Data provided is current through end of _____. All figures are in US gallons.

Figure 10 Used Oil Collection Points and Pick-Up Schedule

Location(1)	Grade(2)	Cap/Character	Av. Pickup (3)	Time, day(s) of the week/month (4)
USCG Hangar 4, Bldg. 725 (example)	Jet Fuel	500 UST	400	Checked/emptied every Monday

(1) Provide as much detail as possible. See maps provided under Appendix F for exact location of the pick up points.
(2) Grade of product normally handled. Products may range from clean product to that mixed with motor oil, or hydraulic fluid.
(3) The (average) quantity collected each time the tank is emptied.
(4) The best estimate as to the time product is normally collected.

◊ Requirement: The Contractor shall man and maintain used oil collection equipment so as to ensure customer support, i.e., product collection and disposal, for the hours specified.
- ✓ The Contractor shall notify the COR immediately of any discrepancy or circumstance that may result in the inability to collect and properly dispose of products.

➢ Minimum Performance Standards:
- ✓ All equipment inspected and serviceable by 0800 daily. Inspection documentation available.
- ✓ Daily truck inventories one hundred percent accurate.
- ✓ Documented collections and truck off-loads (disposal) quantity one hundred percent accurate.
- ✓ Used oil collection documentation one hundred percent complete and legible.
- ✓ Used oil truck logs maintained and accurate.
- ✓ Fuel servicing safety procedures and precautions observed.

C-2.10 Quality Surveillance

The Contractor shall, as outlined in Section C-1.4, prepare and maintain a Product Quality Surveillance (PQS) plan. The PQS shall outline policies and procedures to ensure products under the Contractor's care remain on specification. The plan shall include, but is not necessarily be limited to, product receipts, storage, and issue visual samples, the disposition of samples taken, and documentation of the quality surveillance function. On acceptance, the PQS shall be incorporated into the contract. The COR will review the PQS as necessary during the term of the contract and update it as required via NAVPETOFF and the DESC Contracting Officer.

No petroleum product shall be received or issued until product quality determinations and confirmation of conformance with specifications. Products shall be issued on a first-in, first-out basis unless otherwise specified or directed by the COR. Anytime product is received into a tank, regardless of source or reason, it shall be suspended from issue pending quality conformance sampling and notification of test results.

C-2.10.1 Sampling

The Contractor shall take all samples, i.e., barge and truck receipt, daily Type "C" samples from trucks, fillstands, and direct fueling systems, correlation, visual samples, and squadron bowser (reclaimed fuel) samples. All samples requiring analysis shall be delivered to the NAS Whidbey Island fuel laboratory for testing. Barge receipt samples requiring a higher degree of testing, shall be forwarded (delivered by the contractor) to the regional fuels laboratory at Mukilteo, WA. Samples shall be taken in accordance with the API Manual of Petroleum Measurement Standards (MPMS), Chapter 8, Section 1, Manual Sampling of Petroleum and Petroleum Products as may be supplemented by local instructions. Local instructions will dictate the location of samples to be taken, the frequency, quantity, minimum tests required, and sample retention procedures applicable to NAS Whidbey Island.

C-2.10.2 Testing

The Contractor shall conduct all testing of all product samples submitted within the limits and capabilities of the station fuel laboratory. Unless otherwise specified, fuel shall be tested in accordance with MIL-STD-3004 and NAVAIR 80T-109. Calibration of laboratory test equipment and the replacement of standards shall be conducted by the Contractor and shall be included in the PM plan. Personnel performing quality testing shall be trained and qualified as outlined in Section C-1.11.

Figure 14: Quality Surveillance Sampling and Testing

Quality Surveillance Sampling and Testing							
Total Samples (1)		Total Tests (2)					
		Visual (3)	API Gravity	Particulate	AEL Water	Flash Point	FSII
JP5/8	5000	5000	50	3000	3000	50	50
MUR	24	24	24				
LS2	24	24	24				

(1) Estimated number of samples, by grade, for the first fiscal year of the contract.
(2) Tests most commonly performed on the various samples drawn.
(3) Visual test includes the inspection for particulate matter, free water, color, and appearance.

C-2.10.3 Record Keeping and Reports

The Contractor shall maintain a sample log system (manual or computer based). The log shall reflecting the date and time a sample is received, the type of sample, and the test results. A log of samples requiring more extensive testing, i.e., to whom a sample is sent, the sample size, and the tests required shall also be kept. A copy of all test results provided by outside sources, including correlation testing, shall be maintained on file.

C-3.2.4.2.10 Hose(s)

Fifty-foot (50') by (state size in inches) commercial fuel hoses compatible with the specific grades of fuel to be handled shall be provided.

C-3.2.4.2.11 Hose Storage

See Section C-3.2.2.13.

C-3.2.4.2.12 Nozzle(s)

Commercial overwing or service station type fuel nozzle sized to the hose installed and compatible with the specific fuel to be dispensed shall be provided.

C-3.2.4.2.13 Swivels and Hose Couplings

See Section C-3.2.2.16.

C-3.2.4.2.14 Electrical Wiring and Lights

See Section C-3.2.1.3.

C-3.2.4.2.15 Fire Extinguishers

See Section C-3.2.2.20.

C-3.2.4.2.16 Fenders and Mudguards

See Section C-3.2.2.21.

C-3.2.4.2.17 Painting and Marking

See Section C-3.2.2.23 and sub-sections thereto; however, smaller stencils, 4 inch on 6 inch versus 6 inch on 8 inch stencils, may be used to mark smaller ground fuel trucks.

C-3.2.5 Used Oil (Fuel) Truck

See pages c, d, and e to follow.

C-3.2.6 Utility Vehicles

Utility vehicle(s), pickup or van type vehicles as may be provided and used by Contractor management, maintenance, or other personnel within the Contractor organization shall be new at the start of the contract. Utility vehicles may be painted commercial colors but shall be marked in accordance with Section C-3.2.1.8.2 and shall reflective of the pride and professionalism of the Contractor. Each utility vehicle as may be furnished shall be equipped with a 10-gallon spill clean up/remediation kit that is readily available to the vehicle operator.

C-3.2.7 Mobile/Prefabricated Building(s)

Mobile/prefabricated building(s) are not required under this contract.

C-3.2.5 Used Oil (Fuel) Truck

Contractor provided used oil (fuel) truck (fuel servicing trucks configured to defuel/take on used oil products generally not returnable to stock) shall meet the following specifications.

C-3.2.5.1 Prime Mover (Truck Chassis)

Section C-3.2.1 and sub-sections thereto apply.

C-3.2.5.2 Tank and Components

Except as modified by the following, Section C-3.2.2.1 applies. Components not specifically addressed do not apply.

C-3.2.5.2.1 Cargo Tank(s)

See Section C-3.2.2.1 and sub-sections thereto. Baffle openings (top vent/bottom flow) may be sized to 100 GPM. The cargo tank provided shall be a single product tank having a **minimum capacity of 2,000 gallons** plus the appropriate expansion space. See Section C-3.2.3 for dual product trucks required for handling recyclable JP5/8.

C-3.2.5.2.2 Tank Venting

See Section C-3.2.2.2; however, venting capacity may be reduced to the equivalent of 100 GPM.

C-3.2.5.2.3 Overfill Protection

A tank overfill device as described in Section C-3.2.2.3 shall be installed and operable in the defuel mode.

C-3.2.5.2.4 Low Point Drain

See Section C-3.2.2.4.

C-3.2.5.2.5 Piping

See Section C-3.2.2.5.

C-3.2.5.2.6 Defueling

Used oil (fuel) trucks shall be capable of defueling products at a minimum of 25 GPM. Product shall re-enter the tank via the piping system, not the tank top manhole. The defuel connection shall be a one and one-half inch (1½") quick disconnect type adapter (male fitting) and dust cap, and a control valve mounted at or near the defuel connection. A line strainer, the screen readily removable for cleaning and inspection without interference with or removal of other components, shall be mounted between the control valve and the quick disconnect adapter.

C-3.2.5.2.7 Pumping System

The pumping system shall consist of a pump, piping, connectors, valves, and other hardware identified herein capable of defueling from aircraft, drums, and tanks up to 20 feet below grade at a minimum rate of 25 GPM. Control valve(s) and hose connection(s) shall be accessible/operable from ground level. Each used oil (fuel) truck shall be capable of pumping the entire content of the cargo tank to a used oil tank (fuel)/container via a hose and underwing nozzle assembly.

C-3.2.5.2.7.1 Flow Control

A calibrated pump pressure gauge, pump suction (vacuum) gauge, clutch/PTO controls, and throttle controls shall be mounted so they can be read/operated from the operator position outside the truck cab. The pressure and vacuum gauge face shall be marked in red to indicate maximum operating ranges.

C-3.2.5.2.7.2 Performance

Each used oil (fuel) truck set in the defuel mode, with the engine operating within the manufacturer's recommended RPM range, and connected to a source of fuel, shall be capable of the defuel rate noted above.

C-3.2.5.2.7.3 Emergency Controls

See Section C-3.2.2.7.3; however, the “left front” device may be excluded.

C-3.2.5.2.8 Meter

See Section C-3.2.2.10; however, the meter may be a standard non-compensating device.

C-3.2.5.2.9 Hose(s)

Defuel hose(s) shall be non-collapsible one and one-half inch (1½”) hose(s) configured to the source most likely to be defueled of used oil (fuel). A hose fitted with an underwing nozzle or soft (cut end) hoses may be required.

C-3.2.5.2.10 Hose Storage

See Section C-3.2.2.13.

C-3.2.5.2.11 Nozzles

See Section C-3.2.2.15. An underwing (single point) nozzle less the hose end regulator shall be installed or available for defueling aircraft of used oil (fuel).

C-3.2.5.2.12 Swivels and Hose Couplings

See Section C-3.2.2.16.

C-3.2.5.2.13 Static Bonding Cable

See Section C-3.2.2.18; however, dual grounds applicable to “hot refueling” do not apply.

C-3.2.5.2.14 Electrical Wiring and Lights

See Section C-3.2.1.3.

C-3.2.5.2.15 Fire Extinguishers

See Section C-3.2.2.20.

C-3.2.5.2.16 Fenders and Mudguards

See Section C-3.2.2.21.

C-3.2.5.2.17 Painting and Marking

See Section C-3.2.2.23 and sub-sections thereto; however, smaller stencils, 4 inch on 6 inch versus 6 inch on 8 inch stencils, may be used to mark smaller used oil trucks.